

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STREET COMMITTEE

Tuesday, June 10, 2003  
MAG Offices, Saguaro Conference Room  
302 North First Avenue, Suite 200  
Phoenix, Arizona 85003

MEMBERS ATTENDING

Don Herp, Phoenix, Chairman	Richard Behan for Chris Plumb, Maricopa County
Randy Allenstein for Andrew Smith, ADOT	Kevin Wallace, Mesa
Mike Smith, Avondale	Andrew Cooper, Paradise Valley
Dan Cook, Chandler	Burton Charron, Peoria
*David Evertsen, Gila Bend	*Bob Ronzo, Salt River Pima-Maricopa Indian Community
Michael Vinson, Gila River Indian Community	*Robert Brown, Scottsdale
Bruce Ward, Gilbert	Robert Maki, Surprise
Dan Sherwood, Glendale	Larry Shobe, Tempe
Charles Hydeman, Goodyear	Richard Rawnsley for Ralph Velez, Tolleson
Jim Ricker, Guadalupe	*Jesse Mendez, Youngtown
Horatio Skeet, Litchfield Park	

\*Members neither present nor represented by Proxy

OTHERS PRESENT

Carroll Reynolds, Buckeye	Kelly Taft, MAG
Craig Chenery, MAG	Stephen Tate, MAG
Roger Herzog, MAG	Paul Ward, MAG

1. Call to Order

The meeting was called to order by Chairman Don Herp at 1:30 p.m.

2. Approval of the May 13, 2003, Meeting Minutes

The minutes were unanimously approved.

3. Call to the Audience and Stakeholders

There were no requests to address the Committee during this part of the agenda.

4. Transportation Programming Manager's Report

Paul Ward reported that TIP Amendment number Eight had been approved by the Governor's designee and that the associated STIP amendment was being considered by the federal authorities. He reminded members that MAG would be developing a Special FY 2004-2007 MAG TIP. He also indicated that at the next meeting, a release of the TIP Guidance Report – the TGR report – would be distributed for agency review and comment, subject to availability.

Mr. Ward then reported on issues concerning the re-authorization of the national transportation act. He noted that the Bush administration had released a proposal titled SAFETEA, that included continuing existing revenue measures and created two new funding programs. The first of these programs would set aside significant funding for spot safety projects. In Arizona, approximately \$30 million per year would be set aside. The second program would set aside significant funding for congestion relief projects. He concluded by noting that it was unlikely that the administration would support an increase in federal fuel taxes at this time. He suggested that, if an increase in federal fuel taxes was to be included in the new Act, full re-authorization would most likely be deferred until the President's second term, a delay for as long as two years.

5. Federal Fiscal Year 2003 Close Out and Reprogramming Requests

Mr. Ward briefly discussed the close out process. He noted that approximately \$13.4 million was available to accelerate projects and that the Transportation Review Committee (TRC) had recommended that the highest priority projects be fully funded. As this left some funding, additional projects that did not fully comply with the criteria were also recommended.

He indicated that near the end of the federal fiscal year, additional obligational authority might become available. This additional obligation authority, however, would have to be addressed through the use of contingency projects due to the extremely short notice that is typically provided.

6. MAG Federally Funded Locally Sponsored Project Development Status

Stephen Tate briefly reported that all project requests that had been received had been recommended by the TRC for deferral. He indicated that as of the meeting date, only three FY 2003 MAG federally funded projects appeared to be in danger of not obligating on time. These projects included a fiber optic project in Scottsdale, a fiber optic project in Phoenix and an intersection project in Peoria.

Dan Cook asked if the projects had been deferred to the dates requested. He noted that Chandler had requested to defer a project for a two year period. Mr. Tate indicated that all projects, including projects requesting a multi year deferral, had been recommended for deferred to the date requested by the agency.

7. Development of the FY 2004-2007 MAG TIP

Mr. Tate indicated that a revised data entry system had been sent out to all member agencies and asked if any members were experiencing difficulty using it. No members indicated that they were experiencing problems with the program. He concluded by noting that results from the program were due to MAG staff by **Friday June 27, 2003**.

8. Freeway Coordination Issues and Strategies for Transportation Planning

This item was not discussed due to the absence of the ADOT staff member.

10. Regional Transportation Plan

Roger Herzog gave a presentation concerning ongoing efforts to develop a Regional Transportation Plan. He noted that the development of the plan was being overseen by the Transportation Policy Committee (TPC). He noted that socioeconomic projections indicate continued employment and population growth and a substantial increase in size of the urban area. To analyze the impact of

different transportation investments in addressing this growth, three scenarios were developed and modeled. These included:

- Scenario A, which stressed freeway construction,
- Scenario B, which refocused freeway construction to more central locations and included extensive arterial street improvements, and
- Scenario C, which stressed transit improvements.

All three of these scenarios failed to maintain or improve on current congestion levels and tended to yield similar congestion relief benefits. However, Scenario C did slightly better than the other scenarios on most measures of congestion relief. The next task in the development of the plan will be to develop a hybrid scenario that employs the best features of each of the three scenarios already discussed. Mr. Herzog indicated that he anticipated that members of the Committee would be involved in this step of the process.

Kelly Taft briefed the Committee on public workshops that had been developed for the Regional Plan. She indicated that members of the public had indicated a very strong preference for a division of funding that include freeway, street and transit improvements and that this division tended to be generally balanced between the three main modes.

Mr. Cook indicated that he attended a workshop and felt that people were often too poorly informed on alternatives to make good choices. Robert Maki indicated that too much emphasis was placed on transit. Larry Shobe opined that more funding need to be allocated to bicycle and pedestrian projects. Ms. Taft indicated that she would convey their remarks to the TPC.

9. MAG Teleconferencing

Ms. Heidi Pahl gave a brief presentation of options for teleconferencing. She indicated that MAG had provided each agency with teleconferencing facilities as part of a prior year CMAQ funded project. Members could use the facilities to attend MAG meetings and conduct other non-MAG related business including consultant interviews, employment interviews, attending conferences and other work related activities. She added that teleconferencing provided numerous benefits such as time savings, financial savings and reduced air pollution from automobile use. She noted that MAG provided both video and audio conferencing. Video-conferencing usually requires 48-hours notice, whereas audio-conferencing requires no advance notice.

11. TEA-21 Re-Authorization

This item was covered in agenda item four – the transportation programming report.

12. Adjournment

The meeting was adjourned at 3:39 p.m.